

1992-05-08-0A- FEA- Oahu District Baseyard Renovations

NEGATIVE DECLARATION
PROJECT: OAHU DISTRICT BASEYARD RENOVATIONS
DAGS JOB NO. 22-29-5742
TAX MAP KEY 1-1-64-2
MAY 1, 1992

PROPOSING AGENCY: DEPARTMENT OF TRANSPORTATION

APPROVING AGENCY: DEPARTMENT OF TRANSPORTATION

AGENCIES CONSULTED IN MAKING ASSESSMENT:

State:

Department of Health, Noise and Radiation Division
Department of Health, Environmental Management Division
Department of Transportation, Airports Division

City and County of Honolulu:

Department of Land Utilization
Department of Public Works

CHARACTERISTICS OF PROJECT:

GENERAL DESCRIPTION:

The Oahu District Baseyard located at 727 Kakoi Street is in need of better utilizing the existing office space as well as more office space for current and future staff. This project proposes a renovation of the existing Administration building as well as a new wing, and the relocation of the Nuclear Gauge Building. Figure 1 shows the project location.

The Maintenance Facility office currently housed at 727 Kakoi Street will be relocated in modular buildings under the Airport Viaduct. Trucks parked in and around 727 Kakoi Street will be parked under the airport viaduct. Figure 2 shows the proposed site of the Maintenance Facility.

TECHNICAL DESCRIPTION:

It is proposed that the new wing will be about 6000 square feet. It is planned to be built adjacent to the existing Administration building located at 727 Kakoi Street. The proposed site is currently used as storage and parking and is the site of the Nuclear Gauge Building. The items stored on the site will be consolidated with other storage at a new location.

The Department of Transportation's nuclear gauges are under N.R.C. (Nuclear Regulatory Commission) licensing and not under the State of Hawaii jurisdiction. The nuclear gauge building stores nuclear gauges. The

building is always locked and secured behind a locked fence. There is limited access to the Nuclear gauge building, and at night it is secured behind a locked fence that surrounds the entire facility.

The nuclear gauges are radiation self-contained, and there is a shield at the bottom that covers an opening. The gauge is stored in a case with the shield at the bottom. The gauge is used to measure moisture in the ground.

The nuclear gauge(s) will be moved and temporarily stored at the Materials Testing office located at 2530 Likelike Highway. The Nuclear Gauge Building will be demolished and the exact same structure with a roof made of heavier gauge metal, will be built on the other side of the existing administration building.

In addition, it is proposed that the maintenance facility staff be relocated under the airport viaduct at Keehi Interchange and be housed in three modular buildings of 663 square feet each. The proposed site is currently being used as the contractor's office and construction site for the "Trestle Bridge over Moanalua Stream" project. It is estimated that the "Trestle Bridge" project will be completed in July, and there are no plans to utilize that area under the airport viaduct, leaving it vacant for the maintenance facility. Therefore moving the maintenance facility office under the airport viaduct utilizes the land area efficiently.

ECONOMIC:

Construction of the new wing, demolition and rebuilding of the Nuclear Gauge Building, renovation of the existing administration building, relocation of trees, the purchase of three modular buildings, and construction to connect the three modular buildings with a platform will cost the State of Hawaii over \$2 million.

SOCIAL:

The existing administration building services the public, this service will be relocated to the new wing. Entry to the new wing will be through the existing administration building. Services provided include issuance of permits for overweight/oversized vehicles for Oahu, issuance of permits for use of state right of way, vehicle tax clearance, acceptance of applications for general labor, examination of highway maps, a drop off point for contractors of ongoing construction projects for the Department of Transportation.

The existing building is handicap accessible through the rear of the building. A new handicap ramp will be attached to the front of the existing and new building for accessibility.

Currently there are 145 parking stalls, of which 25 are in a maintenance easement and should not be, and there are no handicap stalls. It is proposed that 111 parking stalls be available, of which 2 will be designated as handicap stalls. The 25 stalls in the maintenance easement and 4 stalls located at the site of the new wing will be eliminated. The other existing 5 stalls were lost when the parking lot was realigned for efficient circulation.

The additional space provided by the new building will be utilized by the existing staff (23) housed in the administration building and future staff (4). There exists 4 staff of the 23 who do not have a desk, but the new building/renovation will provide these 4 with a desk. These 4 staff people are rarely in the office but nevertheless they need a desk.

The maintenance facility will be utilized by the existing maintenance facility staff, 145 of 222 positions. The office will be set up to accommodate 7 supervisors.

ENVIRONMENTAL:

The new wing will be constructed of similar materials as the existing Administration building. It will be constructed of C.M.U. walls, suspended concrete floor, and a metal roof. The height of the building will be below the flight zone height restriction for that area.

The new wing displaces 6 small trees, and 4 large trees are relocated.

Four of the six trees are cordia sebestena (Kou-Haole), all four have a trunk circumference of 16 inches. The heights of these four trees are one - 8 foot, two - 10 foot trees and one - 15 foot tree. The other two trees being displaced are jatropha with heights of 10 feet, having trunk circumferences of 13 inches and 17 inches.

It was decided to locate trees only on the edges of the parking lot, because in the past, trees located in the interior of the parking lot got run over by the large trucks. There isn't any place to re-plant the displaced trees.

The storage site, consisting of crash attenuators used on the freeway, will be consolidated with other storage in the vicinity.

The modular buildings will be on vacant land by the time this project commences under the airport viaduct. The 92 trucks will be stored and washed under the airport viaduct. To be sure there is no drainage into the Moanalua Stream, a wash down pad will be built where the effluent will drain into an oil/water separator, the oil skimmed off manually and placed in a waste oil tank, the effluent will then be pumped into the sewer line. To prevent rain water from overflowing the wash down area into the storm drain, a roof will be constructed to divert the rain water from the wash down area.

SUMMARY OF THE AFFECTED ENVIRONMENT:

The proposed new wing is located on a vacant plot of land where it has been utilized as storage, parking and the site of the Nuclear Gauge building. The crash attenuators currently stored on the site will be relocated and consolidated with other storage items in the area. The four parking stalls will be eliminated. The Nuclear gauge building will be demolished and rebuilt. Six fairly common trees will be displaced for lack of planting space. There are no endangered fauna, critical habitats, historical/archaeological or cultural sites at the location of the proposed building site.

The proposed site of the Maintenance Facility is located on land that will be vacant paved land under the airport viaduct. The waste water from washing of the trucks will be taken care of so no petroleum product gets into the sewer or storm drain or the Moanalua stream. Rain water will be diverted from the wash down pad to the storm drain. There are no endangered fauna, critical habitats, historical/archaeological or cultural sites at the location of the proposed building site.

SUMMARY OF MAJOR IMPACTS:

Short-term:

During construction the following minor adverse impacts are anticipated:

1. Depletion of labor, material resources and water for construction.
2. Some dust and noise during construction.

Long-term:

Air Quality:

No significant impact to the air quality is expected.

Water Quality:

No significant impact to the water quality is expected.

Noise:

No significant noise impact is expected.

Traffic:

Less traffic is anticipated at the site of the existing administration building and new wing 727 Kakoi Street since the maintenance facility staff will be relocated under the airport viaduct and the large trucks will be parked under the airport viaduct. Staff traffic will more than likely be the managers of the maintenance staff, passenger trucks, and staff that need supplies from the warehouse, the warehouse is located behind the Administration building.

More traffic is anticipated at the site of the maintenance facility under the airport viaduct, because 92 trucks will be parked there. The trucks leave in the morning and return at the end of the staff person's day. A roadway already exists into the area and it will remain.

Archaeological:

No significant archaeological impact is expected.

Flora:

No significant impact on the flora is expected.

Fauna:

No significant impact on the fauna is expected.

Visual:

The proposed new wing would be aesthetically pleasing than a vacant plot of land and a pile of storage.

The Maintenance Facility Office would be aesthetically pleasing than a vacant plot of land.

Alternatives considered:

Instead of a new wing on the same floor, a second floor was considered but was decided against because of the following:

1. Additional cost of an elevator
2. The additional square footage required for two exit stairways would decrease the amount of square footage for office space.

3. No place to relocate the people while the construction was taking place.

Instead of modular buildings for the Maintenance Facility, a permanent building was considered but was decided against because of the unknown ground settlement in the area. The modular buildings will permit leveling of the building with the continued ground settlement of the area.

The "no-project" alternative was considered but decided against because since the time they moved in there has been a 15% increase in staff, and 25% increase in vehicles over the past 20 years. The physical size of the trucks have increased. There isn't any more space for parking and storing the trucks, some trucks park on the road. The water truck is parked in the staff lot for lack of space at night and then moved to the street during the day. Overall operations are also growing because the office is taking on more duties. More space is definitely needed.

Proposed mitigation measures:

During construction there will be temporary dust and noise that will be controlled by the application of appropriate pollution control measures.

Determination:

The renovation of the existing administration building and addition of a new wing is not expected to cause significant impacts to the environment.

The new maintenance facility office is not expected to cause significant impacts to the environment.

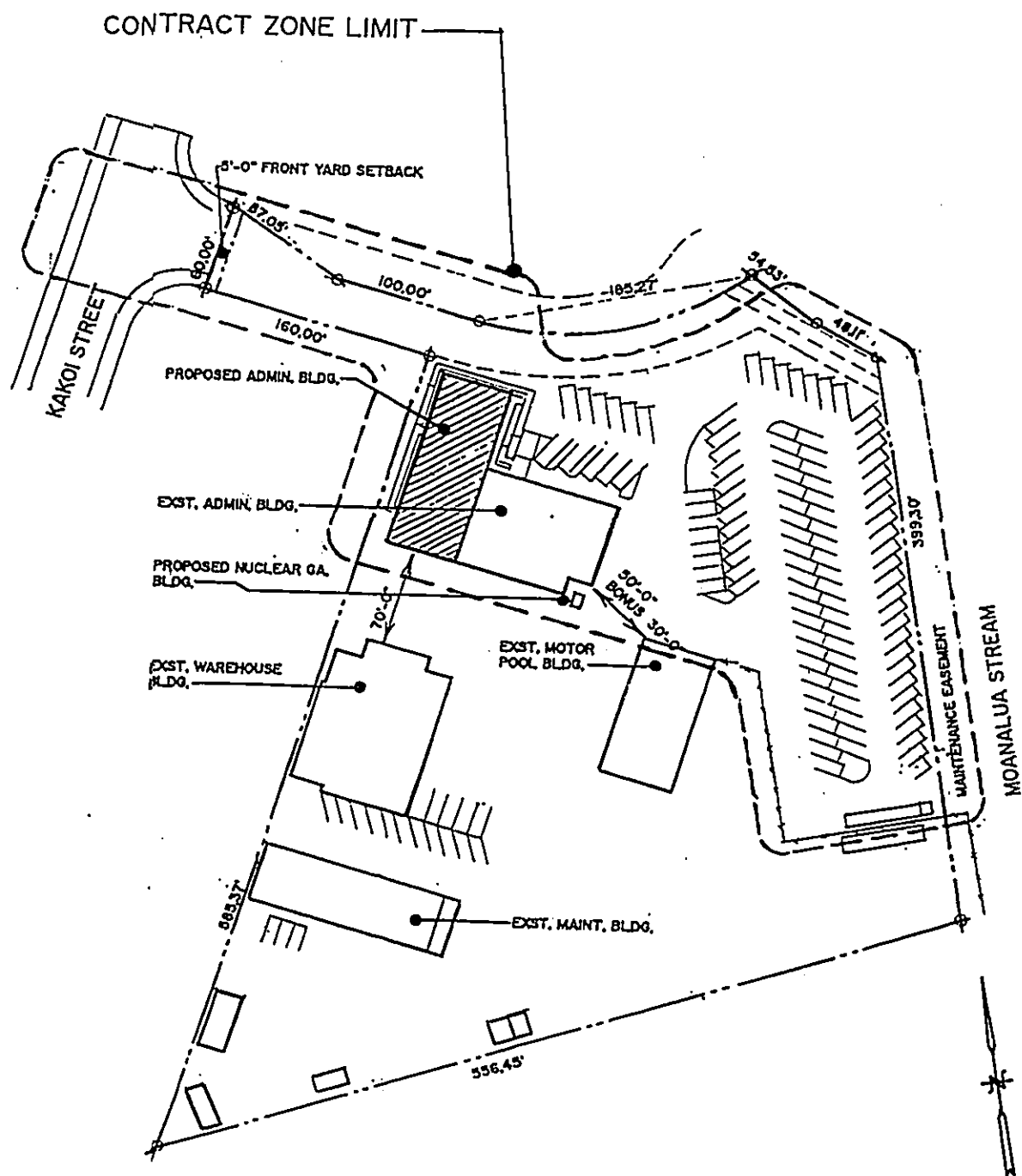
Therefore, it has been determined that a negative declaration will be filled.

Findings and reasons supporting determination:

1. The proposed project will not involve a loss or destruction to any natural or cultural resources.
2. The proposed project will not curtail the range of beneficial uses of the environment.
3. The proposed project will not conflict with the State's long-term environmental policies.
4. The proposed project will not substantially affect the economic or social welfare of the community or State.

5. The proposed project will not substantially affect public health.
6. The proposed project will not involve substantial secondary effects, such as population changes or infrastructure demands.
7. The proposed project will not involve a substantial degradation of environmental quality.
8. The proposed project will not substantially affect any rare, threatened or endangered species of flora or fauna or habitat. No endangered species of flora or fauna are known to exist in the project site.
9. The proposed project will not detrimentally affect air or water quality or ambient noise levels.
10. The proposed project will not be located in any environmentally sensitive area, such as flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

For the reasons above, the proposed project will not have any significant effect in the context of chapter 343, Hawaii Revised Statutes and section 11-200-12 of the State Administrative Rules.



EXISTING & PROPOSED ADMINISTRATION BLDG.
NOT TO SCALE

FIGURE 1

4-15-92

CONTRACT ZONE LIMIT

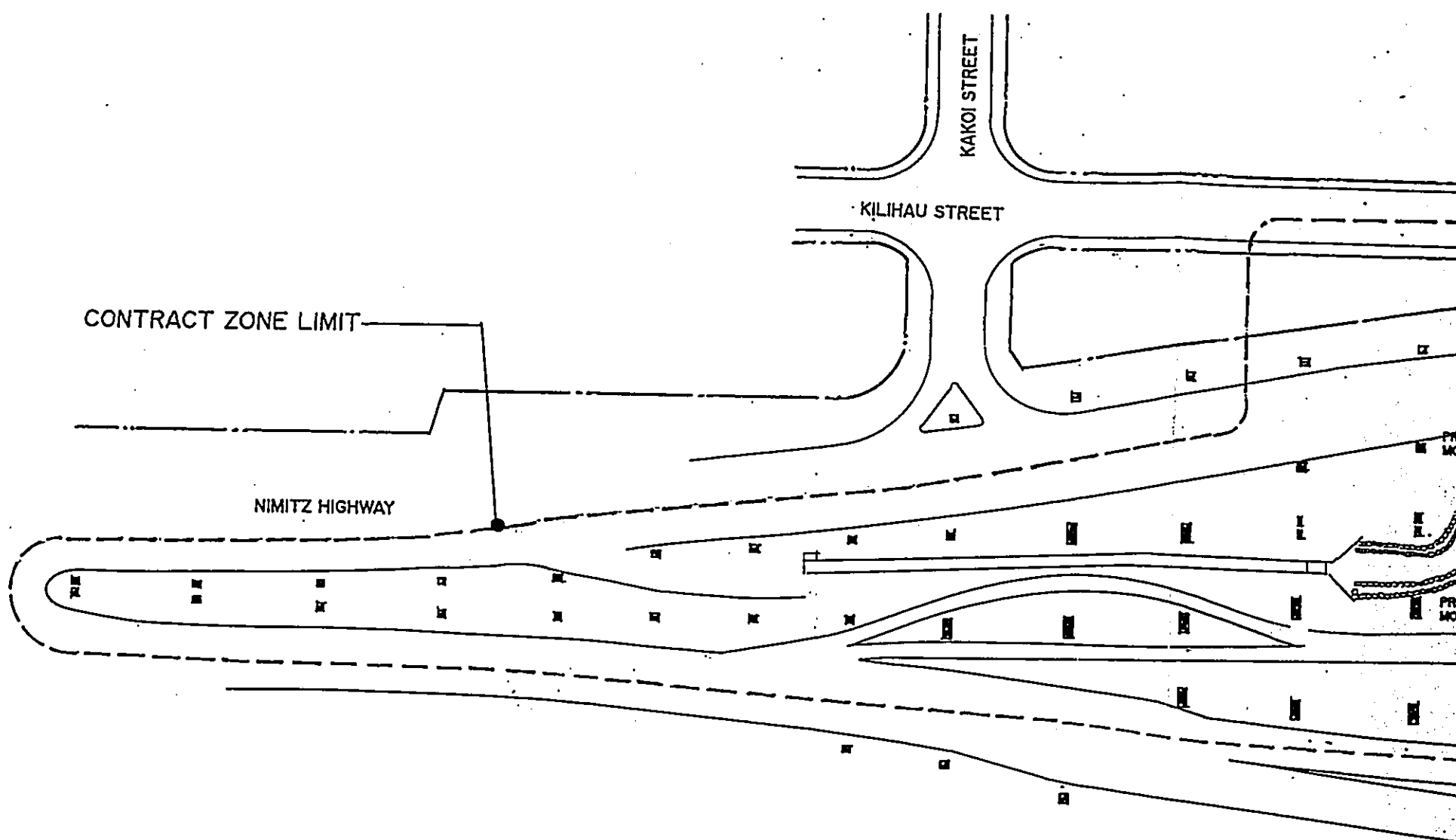
NIMITZ HIGHWAY

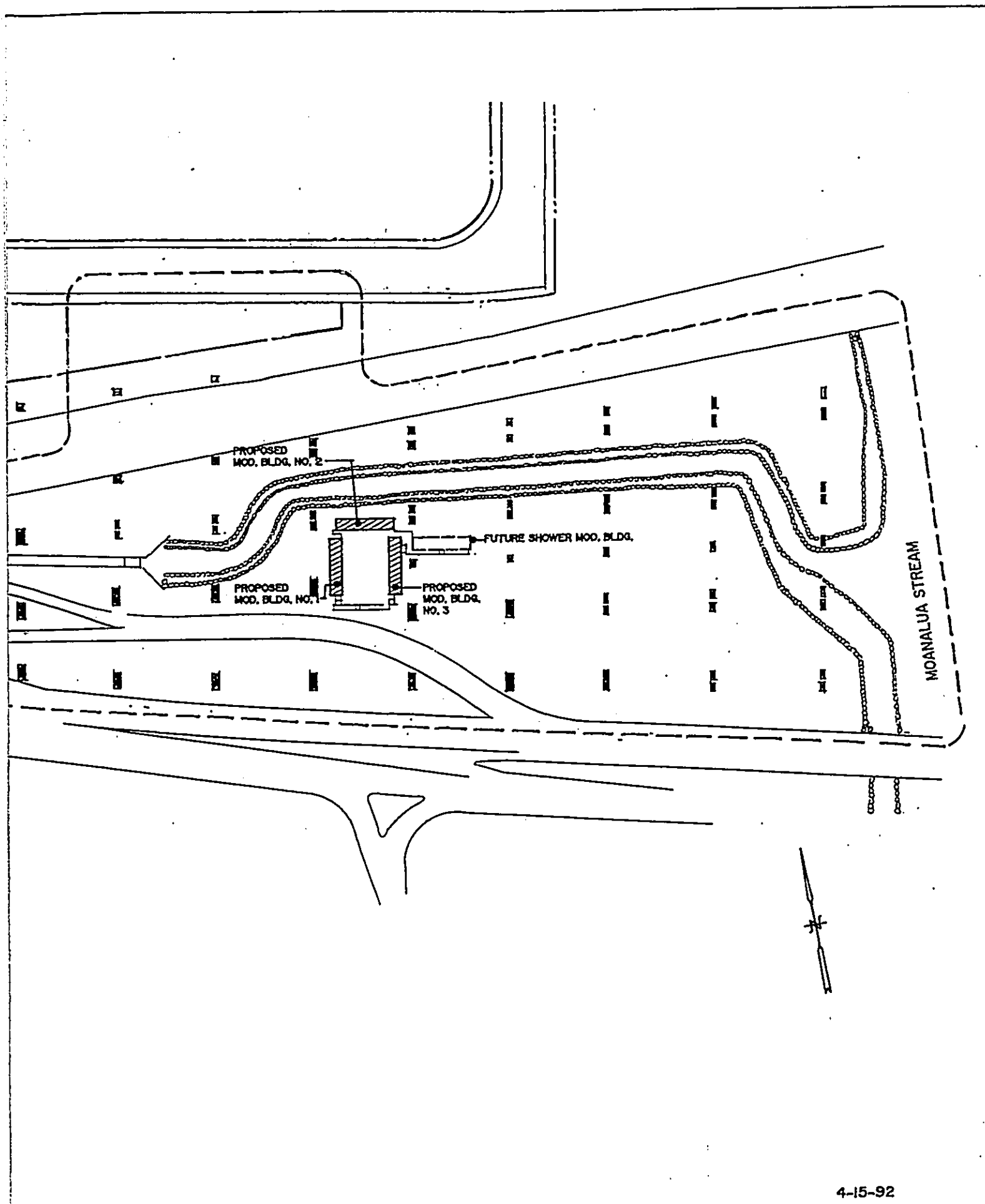
KAKOI STREET

KILIHOU STREET

PROPOSED MAINTENANCE FACILITY
NOT TO SCALE

FIGURE 2





4-15-92